

We have all heard stories of African and Hispanic Americans—including many well known actors, athletes, law enforcement officers, and legislators—who have been stopped for the traffic infraction known as “Driving While Black” or “Driving While Brown.” Our legislation will allow us to ascertain the extent such profiling is occurring on a nationwide basis, help increase police awareness of the problem, and determine if any broader response is warranted.

The limited data available indicates that the problem of racial profiling in traffic stops is serious. For example, a recent study by the Orlando Sentinel found that 70% of the persons stopped on I-95 were African-American, even though they only made up less than 10% of the driver population. A court ordered study in Maryland found that more than 70% of drivers stopped on I-95 were African American though they made up only 17.5% of drivers, while another study conducted in conjunction with a New Jersey civil rights lawsuit found that minorities were nearly five times as likely as non-minorities to be stopped for traffic violations along that state's turnpike.

Further evidence of racial profiling by law enforcement was evident in the case of *State v. Soto*, in which Superior Court judge, Robert E. Francis ruled that troopers were engaging in racial profiling on the southernmost segment of the New Jersey Turnpike. This in turn raises troubling questions regarding the extent to which law enforcement officials may be unfairly targeting Hispanic and Asian Americans under the guise of immigration enforcement.

If our citizens are to trust our justice system it is imperative that all forms of discrimination be eliminated from law enforcement. The Traffic Stops Statistics Act of 1999 will help give Congress the tools to assess and understand a dangerous form of such discrimination—racial profiling in traffic stops.

INTRODUCTION OF THE NATIONAL ASSISTANCE FOR POLICE OFFICER SAFETY ACT OF 1999

HON. JAMES E. ROGAN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 15, 1999

Mr. ROGAN. Mr. Speaker, today I am introducing the National Assistance for Police Officer Safety Act. This legislation is a simple, straightforward measure that will give qualified active duty law enforcement personnel carrying proper identification the ability to carry their firearms outside of their local jurisdiction, including across State lines. I am pleased to announce that my friend and colleague Congressman STEVEN ROTHMAN joins me in authoring this bill.

The law enforcement community has long sought a unified federal law to resolve the inconsistent and fickle ‘right to carry laws’ that pervade State statutes. This bill will give active law enforcement officers the ability to protect themselves and their families from retaliations by criminal stalkers seeking to harm them. Further, this bill increases public safety by adding more armed, qualified peace officers to our streets.

Recently, police officers from my own district traveled to Washington to participate in ceremonies honoring fallen law enforcement

officers. During their visit they expressed great concern at being forced to be unarmed on public streets without protection against unsuspected retaliation. This measure will give all police officers—all of us—an added measure of protection.

INTRODUCTION OF THE ABRAHAM LINCOLN BICENTENNIAL COMMISSION ACT OF 1999

HON. RAY LAHOOD

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 15, 1999

Mr. LAHOOD. Mr. Speaker, I rise today on the anniversary of former President Abraham Lincoln's death to celebrate his life. Today, I am introducing the Abraham Lincoln bicentennial Commission Act of 1999. This bill will establish a commission, the purpose of which would be to make recommendations to Congress for a national program to honor former President Abraham Lincoln in the year 2009, the bicentennial celebration of his birth.

Abraham Lincoln has gone down in history as one of our country's greatest Presidents. As our sixteenth President, Abraham Lincoln served the country during a most precarious era. While most of the country looked to divide, President Lincoln fought for unity and eventually saved the Union. With the belief that all men were created equal, President Lincoln led the charge to free all slaves in America. Without the determination and vision of President Lincoln, the country, as we know it, may not exist today.

President Lincoln also serves as a national symbol of the “American Dream.” Born of humble roots in Hardin County, Kentucky on February 12, 1809, Abraham Lincoln rose to the Presidency though a legacy of honesty, integrity, intelligence and commitment to the United States of America.

In 1909, America celebrated the centennial of President Lincoln's birth in a manner deserving of his accomplishments. Congress approved placing the image of President Lincoln on a first-class stamp for the first time, made President Lincoln's birth a national holiday, and passed legislation leading to the construction of the Lincoln Memorial here in Washington, D.C. Further, President Roosevelt approved placing the image of President Lincoln on the penny.

As in 1909, the Congress should again honor President Lincoln in 2009, by establishing the Abraham Lincoln Bicentennial Commission. Through this Commission, Congress will be able to demonstrate its appreciation for Abraham Lincoln's accomplishments and ultimate sacrifice for our country. This Commission will identify and recommend to Congress appropriate actions to carry out this mission and, through the recommendations of this Commission and subsequent acts of Congress, the American people will benefit by learning about the life of President Lincoln.

Mr. Speaker, I ask my colleagues to join me in honoring the memory of President Lincoln by supporting the Abraham Lincoln Bicentennial Commission Act of 1999.

TAXES AND HOME OWNERSHIP

HON. PHIL ENGLISH

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 15, 1999

Mr. ENGLISH. Mr. Speaker, I rise today to speak in favor of the preservation and extension of a very important benefit to all tax-paying Americans.

We all know the significance of today, April 15th. And as lamentable as today is for every hard-working American who strives to save income for themselves and their families, there is one component of the federal tax code every citizen should be granted. I am speaking about the tax deduction for interest paid on debt secured by the purchase of a home.

Owning a home, Mr. Speaker, has to be, without doubt, the one goal every American shares. And far be it for the federal government to stand in the way of that goal. What better way could the federal government assist with this dream than by granting every American a tax deduction on interest paid on a home mortgage.

The benefits of home ownership are many. Most importantly, home ownership strengthens neighborhoods and families. It strengthens neighborhoods in that those who live in a home will also invest in the area in which they live, thereby supporting vibrant and prosperous communities. And owning a home financially strengthens families, especially for parents who work hard to provide for their children.

Homes, Mr. Speaker, for families all across this land that live in one and hope to own one, are the greatest institutions our nation can build. That is why I rise today in strong support of, and encourage all members of this body to support, a resolution my colleague, Representative ROUKEMA, will introduce on the extension to every American of a tax deduction for interest paid on debt secured by a first or second home.

Home ownership is the backbone of our great nation and must remain a dream within the grasp of every American.

TRIBUTE TO FREEHOLDER THERESA BROWN ON BEING NAMED “FREEHOLDER OF THE YEAR” BY THE NEW JERSEY CONFERENCE OF MAYORS

HON. JIM SAXTON

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 15, 1999

Mr. SAXTON. Mr. Speaker, on April 22, 1999, the New Jersey Conference of Mayors will bestow to Theresa D. Brown, Esq. the Freeholder of the Year Award for her dedicated service to Burlington County and the State of New Jersey. Having worked closely on several issues with Ms. Brown, I believe that the Conference of Mayors made an outstanding selection.

Ms. Brown is the daughter of retired Air Force M/SGT Walter and Julie Brown. As a military dependent, Ms. Brown grew up in exotic locales including France, the Philippines, Hawaii, and several other places within the United States.

Upon graduating from Princeton University, Ms. Brown became a certified K-12 teacher in Social Studies, English, and French at the intermediate and high school levels in the East Windsor regional School District in Hightstown, New Jersey. From there, Ms. Brown worked with the New Jersey Education Association lobbying before the New Jersey Legislature and the United States Congress for the state's largest teacher's union. Additionally, Ms. Brown worked as the Planning Manager for Mercer County Legal Services in Trenton.

Seeking more challenges, Ms. Brown graduated from Seton Hall Law School and worked as a law clerk for the Honorable Michael Patrick King, P.J.A.D., Superior Court of New Jersey, Appellate Division of Westmont, New Jersey. Theresa moved on to become an associate with the Trenton firm of Picco, Mack, Herbert, Kennedy, Jaffe, and Yoskin and then an Assistant City Attorney for the City of Camden. Ms. Brown served as an Assistant Director of litigation for the New Jersey Department of the Public Advocate where she litigated automobile insurance rate-making cases before the Office of Administrative Law and the Appellate Division. Ms. Brown moved on to become a partner in the Camden firm of Derden and Brown and later served as an attorney with the New Jersey Protection and Advocacy, Inc. in Trenton where she represented persons with disabilities. Currently, Ms. Brown practices in the area of family law.

On January 1, 1997, Ms. Brown her 3-year term on the Burlington County Board of Chosen Freeholders. With her election, she became the first African-American woman elected to hold that position in Burlington County. Among the many duties she performs, Freeholder Brown oversees the operations of Burlington County College, the Special Services School, and the Institute of Technology as well as Culture and Heritage, the county Library and the Consumer Affairs office.

Freeholder Brown's public service does not end with her duties on the Board of Freeholders. Freeholder Brown volunteers her time to civic organizations and is President of the Girl Scouts of the South Jersey Pines, Inc. which serves girls in Atlantic, Burlington, Cape May, Cumberland, and Gloucester Counties. Freeholder Brown is also a member of Girl Scouts of the U.S.A.'s Special Committee on Fund Development. Additionally, Freeholder Brown is a member of the Board of Directors for the Burlington County Chapter of the American Red Cross and also serves on the Burlington County Board of Social Services.

Mr. Speaker, it is my sincere privilege to honor a dedicated public servant and this year's recipient of the New Jersey Conference of mayors' 1999 Freeholder of the Year Award, Freeholder Theresa D. Brown. A finer selection could not have been made.

MERGER BETWEEN AMERITECH AND SBC COMMUNICATION

HON. JOHN SHIMKUS

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 15, 1999

Mr. SHIMKUS. Mr. Speaker, there are a number of developments regarding the proposed merger of Ameritech and SBC Communication that merit our attention, specifically re-

cent actions taken by the Federal Communication Commission. While I have not taken a position on the merger and do not plan to do so at this time, I find the process the FCC is proposing to be arbitrary and inconsistent decisionmaking.

The FCC has proposed to add an additional 90-day process that includes staff discussions, another Commission en banc hearing and another round of public comment to help in reviewing this merger. I find this unprecedented additional process quite worrisome since the Commission has already held a public proceeding which took nine months and generated 12,000 pages of written submissions from over 50 parties. It is hard to believe that the Commission might need more information to determine what sort of conditions it should impose on these companies. I am also puzzled by the fact that Chairman Kennard has not seen fit to use such a process with any other mergers he has considered recently in the communications industry.

Mr. Speaker, this merger was announced 11 months ago. During this time, the Department of Justice reviewed the proposal extensively and just ruled on April 8, that it is not anti-competitive—however, the FCC continues to drag its feet in deciding on this matter. I firmly believe that the FCC has a duty to uphold in the strongest possible terms the “public interest” when looking at a merger. However, I do not believe that it gives them cover to devise a unique, convoluted process which applies a different standard and much stricter burden of proof than what was acceptable for similar cases.

At this time, Ameritech and SBC still remain in the regulatory swamp which unfairly disadvantages the competitive positions of both companies. I strongly encourage the FCC to consider the Ameritech-SBC merger with the same speed, efficiency and fairness that it has considered other recent mergers in the telecommunications industry. For the FCC to do otherwise is something we should all find intolerable.

AIRSPACE REDESIGN ENHANCEMENT ACT

HON. RODNEY P. FRELINGHUYSEN

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 15, 1999

Mr. FRELINGHUYSEN. Mr. Speaker, I rise today to introduce the Airspace Redesign Enhancement Act. This bill would require the Federal Aviation Administration to speed up the process of redesigning the airspace over the New Jersey and New York Metropolitan area.

For over a decade, residents in my district and countless other areas of New Jersey and New York have been plagued by the problem of aircraft noise. According to the FAA, redesign of the airspace will solve many of the region's air noise problems.

The airspace over our region—Newark, Kennedy, and LaGuardia airports, along with a host of smaller municipal and regional airports—has made this area the busiest, most congested and most complex in the Nation. These three major airports have over 1 million flight arrivals and departures a year. Further, the high volume of flights is further com-

plicated by the fact that these three airports share airspace. When Newark changes departure and arrival patterns, adjustments must be made at Kennedy and LaGuardia airports as well.

Last July, the FAA announced at Newark Airport that it would begin the process of redesigning the airspace over the New Jersey and New York Metropolitan Region. This was to be the first area in the country addressed by the FAA, and the results could be applied to other regions during future airspace redesign processes.

So why the delays? Since last July, no real action has been taken. The 5-year timetable has fallen behind, and residents in my district face a long wait before any potential relief from constant aircraft noise.

Mr. Speaker, 5 years is too long. These families should not be forced to wait 5 years before these planes stop flying, low and loud, over their homes and yards. I have heard too many stories from too many families who cannot have conversations in their homes when these planes fly overhead.

Enough is enough. The Airspace Redesign Enhancement Act would give the FAA 2 years to complete the airspace redesign process, and would give them the money they need to do so. By speeding up the process of redesigning the airspace over the New Jersey and New York Metropolitan region, other areas of the country will have their airspace redesigned much quicker as well. New Jersey is not the only region to suffer from aircraft noise. This bill can help residents near Chicago's O'Hare Airport, Reagan National Airport, Los Angeles International Airport, Denver International Airport, and other airports across the country.

The FAA has offered too many excuses for not getting this job done. Mr. Speaker, I urge my colleagues to support the Airspace Redesign Enhancement Act so that this process will not stretch out far into the 21st Century.

INTRODUCTION OF THE TRUTH IN EMPLOYMENT ACT OF 1999

HON. JOHN A. BOEHNER

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 15, 1999

Mr. BOEHNER. Mr. Speaker, I rise today to introduce the Truth in Employment Act of 1999. This important legislation addresses the abusive union tactic commonly called “salting.” “Salting” is an economic weapon unions use to damage and even run employers out of business.

“Salting” abuse is the placing of trained professional organizers and agents in a non-union facility to harass or disrupt company operations, apply economic pressure, increase operating and legal costs, and ultimately put the company out of business. The object of the union agents are accomplished through filing, among other charges, unfair labor practice charges with the National Labor Relations Board. As brought out during the five hearings the Workforce Committee held on this issue in the 104th and 105th Congresses, “salting” is not merely an organizing tool, but has become an instrument of economic destruction aimed at non-union companies that has nothing to do with legitimate union organizing.

As a former “salt” from Vermont testified last year before the Employer-Employee Relations Subcommittee: